

MARTELL'S  
THREE STAR  
BRANDY.  
\$28 Per Case.  
H. Price & Co.,  
Sole Agents.  
458

# The China Mail.

ESTABLISHED 1845.

KING EDWARD VII  
SPECIAL  
WHISKY  
\$15.50 Per Dozen.  
H. Price & Co.  
Sole Agents.  
459

No. 13,072

號二十月二年五零百九千一英

HONGKONG, WEDNESDAY, FEBRUARY 22, 1905.

日九十月正年己乙

PRICE, \$3.00 Per Month.

## MAGEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT  
REGULAR Weekly Departures for  
EUROPE.  
Parcels and Goods shipped to all parts  
of the World.  
All Expenses, including Duty and other  
charges, may be paid by sender,  
or otherwise as desired.  
Goods received for Storage, Packing,  
Shipment or Transhipment.  
Estimates for Freight and other charges  
upon receipt of Cubic Capacity, Contents,  
Weight and Value.  
CHINA PARCEL EXPRESS.  
Office—3, DUNDAS STREET.  
Hongkong, December 5, 1904. 1815

## Intimations.

HONGKONG AND WHAMPOA DOCK  
CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$2.50 per Share and  
BONUS of \$1.00 per Share for the six  
months ending 31st December, 1904, de-  
clared at Monday's Ordinary Yearly Meet-  
ing, will be payable at the premises of the  
Hongkong and Shanghai Banking Corpora-  
tion, on and after TUESDAY, the 21st  
February, and Shareholders are requested  
to apply for Dividend Warrants at the  
Company's Office, Queen's Buildings, New  
Payne.  
By Order of the Board of Directors,  
THOS. I. MOSE,  
Secretary.  
Hongkong, February 20, 1905. 360

## SANG LEE & CO.

CONTRACTORS AND BUILDERS,  
No. 59, DES VOEUX ROAD CENTRAL.  
Contractors to H.B.M.'s Government.  
We always keep a large stock of BUILD-  
ING MATERIALS at reasonable prices.  
Hongkong, February 21, 1905. 364

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be  
CLOSED for the Transaction of  
Public Business at 11.45 a.m. on TUES-  
DAY, WEDNESDAY and THURSDAY,  
the 21st, 22nd and 23rd instant.  
Hongkong, February 16, 1905. 281

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that  
FIRE INSURANCE OFFICES will  
be CLOSED for the Transaction of Public  
Business on TUESDAY, WEDNESDAY  
and THURSDAY, the 21st, 22nd and 23rd  
inst., respectively at 11.45 a.m.  
By Order,  
A. R. LOWE,  
Secretary.  
Hongkong, February 17, 1905. 244

A. S. WATSON & CO., LIMITED,  
Alexander Buildings.

ON TUESDAY, WEDNESDAY and  
THURSDAY, the 21st, 22nd and  
23rd instant, ALL DEPARTMENTS will  
be CLOSED at 11.45 a.m.  
A. S. WATSON & CO., LTD.  
Hongkong, February 18, 1905. 216

## NOTICE.

MR. A. H. BENNETT has been given the  
SOLE CONTROL for Asia of the  
product of The Everitt Flour Mill Co.  
of Everett, Washington.  
T. B. WILCOX,  
President—The Everitt Flour Mill Co.,  
and  
THE PORTLAND CEMENT MILLS CO.,  
Hongkong, February 17, 1905. 349

WILLIAMS, GIBSON, McKIRDY & CO.  
DRAGON CYCLES and TYRE REPAIRS.  
MR. H. S. AEDOGA's Connection  
with above firm ceased on 31st  
January, 1905.  
S. A. MAIRION,  
Sole Proprietor & Manager.  
Hongkong, February 18, 1905. 282

THE POPULAR  
SCOTCH  
IS  
BLACK & WHITE



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
H.M. THE KING  
and  
H.M. THE PRINCE OF WALES

Supplied at all the leading Clubs and  
Hotels, and to be obtained from JAMES  
CRAWFORD & Co., Queen's Road,  
Central

## Business Notices.

## W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,  
[BOILERMAKERS, BRASS & IRON FOUNDERS.]

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,  
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

TWO 5-TON STEAM SWING CRANES (SECOND-HAND)  
FOR SALE CHEAP.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**  
s.s. HONGKONG, 2,330 tons, Captain H. D. Jones.  
s.s. POWAN, 2,330 tons, Captain R. D. Thomas.  
s.s. FAITHAN, 2,330 tons, Captain W. A. Valentine.  
s.s. HANKOW, 2,330 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,935 tons, Captain J. J. Lossius.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**Service of the Hongkong, Canton and Macao Steamboat Co., Ltd.**  
**Hongkong-Macao Line.**  
s.s. HEUNGSHAN, 1,938 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days at 2 p.m.  
Departures on Sundays at 12.30 p.m.  
Departures from Macao to Hongkong daily at 8.30 a.m.

**Canton-Macao Line.**  
s.s. LUNGSHAN, 219 tons, Captain T. Hurlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.  
JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONGKONG-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**  
s.s. SAINAM, 688 tons, Captain J. Wilcox.  
s.s. NANNING, 688 tons, Captain C. Burdett.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
18, Bank Buildings, Queen's Road Central, opp. the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.  
THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE.  
29, WYNDHAM STREET.  
Hongkong, September 6, 1904. 1635

## THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy  
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
THE MANAGER.  
Hongkong, August 1, 1904. 1413

## NOTICE.

THE HONGKONG & CHINA GAS  
Co., Ltd., beg to notify the  
Public that the PRICE of GAS will  
be REDUCED from \$5.50 to \$5.00  
per 1,000 cubic feet as from the 1st  
February, 1905.

GEORGE GURRY  
Local Secretary.  
Hongkong, February 1, 1905. 210

## CHIEE WING & CO., 教

28 & 29, LEE YUEN STREET (WEST)  
HONGKONG.  
DEALERS IN  
ALL SORTS OF COPPER, BRASS STEEL  
IRON WARE, &c.  
STEEL GIRDERS AND TEES,  
CORRUGATED IRON, PIG IRON, &c.,  
Suitable for  
SMITH, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 29, 1904. 1227

## AH-PONG.

SHIP AND HOUSE PAINTER,  
GILDER, GRINDER, AND SCRAPER, CARPENTER  
AND CARPENTER.  
No. 44, DES VOEUX ROAD CENTRAL.  
Hongkong, February 20, 1905. 363

## BOARD AND RESIDENCE.

FOR THREE or FOUR MEN, from  
\$30 to \$40 per month. Top Floor.  
Entrance, No. 26, CROSS STREET,  
Wanchai.  
Hongkong, February 18, 1905. 318

## A WING & CO.

CONTRACTORS & HOUSEBUILDERS.  
No. 75, QUEEN'S ROAD EAST.  
ALL Communications, please address to  
MR. ANDREW TSANG WING.  
Hongkong, February 18, 1905. 356

**TUNG TAI TSEUNG KEE CO.**  
ENGINEERS AND SHIPBUILDERS,  
IRON AND BRASS FOUNDERS,  
BOILER MAKERS AND COPPER SMITHS.  
No. 25, PHAYA EAST, WANCHAI,  
HONGKONG.  
Call Flag O.  
Hongkong, February 18, 1905. 355

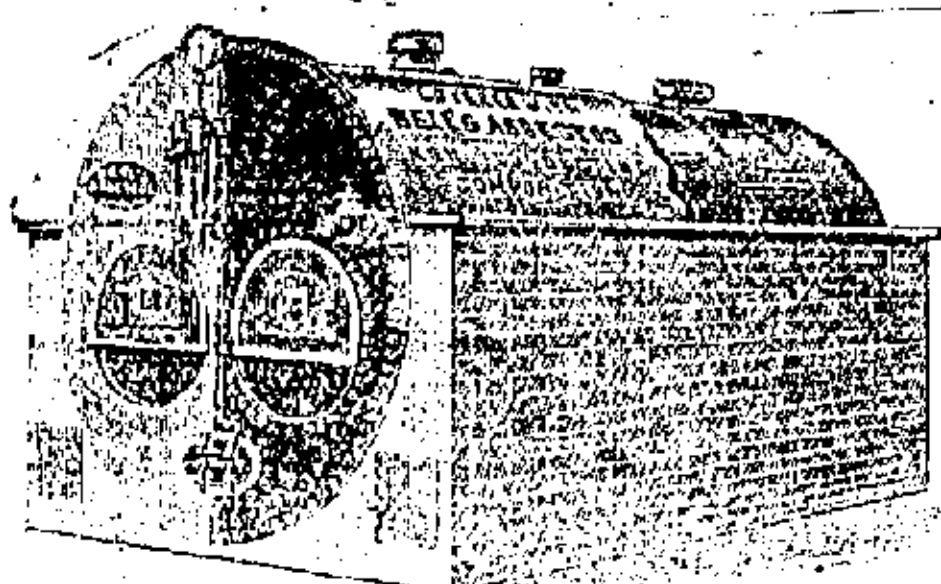
## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

## LADIES' TRIMMED HATS

JUST RECEIVED 'EX JAPAN'

## LADIES' SILK BLOUSES.

LATEST LONDON AND PARIS STYLES.

## LADIES' DRESSING GOWNS.

INSPECTION INVITED.

## STAG HOTEL.

418, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
THE MANAGER.  
Hongkong, November 3, 1904. 1983

## D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.  
THE Public are informed that my Parlours are open from 9 a.m. till 9 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 2700 Recommendations which I have received from all Sources.  
Hongkong, August 2, 1904. 1419

N. LAZARUS, 10, D'AGUIAR STREET, HONGKONG.  
OPTICIAN.  
SIGHT TESTED FREE. LENSES GROWN ON THE PREMISES.  
A. S. TUXFORD, Manager.  
Hongkong, October 1, 1904. 1797

## CLARK'S STUDIO.

4, ICE HOUSE STREET.  
PORTRAITURE IN ALL STYLES.  
AMATEUR WORK A SPECIALITY.  
Hongkong, October 5, 1904. 1812

## The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the South-West Monsoon.  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone Address:—PEAK HOTEL.  
TOWN OFFICE—7, DUNDAS STREET.  
Hongkong, January 3, 1905. 18

**DON'T! DON'T!!**  
BUY any of the CHEAP NATIVE CHAIRS until you have visited the  
Factory of the  
**HARRIS-KEENEY CO.**  
and seen their Beautiful RATTAN, SEA-GRASS and LINEN FIBER CHAIRS.  
Nos. 1 to 14, SHAU-KI-WAN ROAD.  
Hongkong, January 3, 1905. 19

## GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

FOR GOOD CLARETS  
FOR GOOD BURGUNDIES  
FOR GOOD CHAMPAGNES  
FOR GOOD RHINE WINES  
FOR GOOD LIQUEURS  
FOR GOOD PORTS AND SHERRIES  
FOR GOOD WHISKY  
FOR GOOD BRANDIES.  
FOR EVERYTHING WHICH IS GOOD IN THE DRINKING LINE!  
N.B.—All our Wines and Spirits are BOTTLED AT HOME, thereby ensuring to our Customers all the advantages accruing from bottlings done at Home under the direct supervision of the Growers and Distillers as compared to bottlings in China by Chinese at the Service of European Firms.

34, QUEEN'S ROAD CENTRAL, First Floor.  
(W. Powell & Co.'s Old Premises).  
Hongkong, February 22, 1905. 2116

## Business Notices.

## GREEN ISLAND CEMENT CO. LD

Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory.  
In bags of 250 lbs net, \$3.20 per bag, ex Factory.  
FABRIQUES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed  
Faving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER-BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,  
GENERAL MANAGERS.

## PURE RICH CREAM

'GOLD REEF' BRAND  
DELICIOUS WITH FRUIT, SWEETS, TEA AND COFFEE.  
30 Cts., 40 Cts. and 55 Cts. Per Tin.  
LANE, CRAWFORD & CO.  
Hongkong, January 10, 1905. 885

## RACES—1905.

## FAIRALL & CO.

ARE NOW SHOWING  
SMART MILLINERY  
NEW DRESS GOODS AND  
DRESS ACCESSORIES.  
WHITE KID GLOVES.  
22, QUEEN'S ROAD CENTRAL (Opposite Hongkong Hotel).  
Hongkong, January 16, 1905. 1095

## HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
A. F. DAVIES, Acting Manager.

## THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL  
OFFICES.—EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply  
THE MANAGER.

## LEADING SCOTCH WHISKIES.

| WHISKY                           | Per Doz | \$12.00 |
|----------------------------------|---------|---------|
| THORNES BLEND                    | ...     | ...     |
| CLAYMORE                         | ...     | 14.00   |
| LOCHABER                         | ...     | 14.00   |
| V. R. O. LIQUEUR (Square bottle) | ...     | 16.50   |

## THE VICTORIA DISPENSARY,

Wine and Spirit Merchants,  
SOLE AGENTS.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

## CHEAP NOVELS—10 Cents Each.

By Conan Doyle.  
The Great Flag.  
By the author of John Halifax Gentleman.  
A Life for a Life.  
Hannah.  
A Noble Life.  
The Sign of Four.  
Adventures of Sherlock Holmes.  
Tragedy of Korosko.  
John Halifax Gentleman.  
Trail of the Serpent, by Braddon.  
hantom Fortune, by Braddon.  
Marriage of Esther, by Boothby.

NEW BOOKS BY EVERY ENGLISH MAIL.

## POTASH SULPHUR WATER

IN BOTTLES, HALF BOTTLES, AND SKEETS.

For STOMACH troubles and all diseases arising from excess of  
URIC ACID such as Rheumatism and Rheumatic Gout, convalescents  
are benefited by drinking the water, it being a perfect alkaline cor-  
rective. It mixes well with Wines and Spirits without in any way  
destroying the flavour.

Caldbeck, Macgregor & Co.,  
SOLE AGENTS  
Hongkong, February 2, 1905.







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# TANSAN

## NATURAL MINERAL WATER

### BOTTLED AT THE SPRINGS

#### AT TAKARADZKA

BY  
J. CLIFFORD-WILKINSON,  
KOBE, JAPAN.

For Case of 48 Bottles..... \$8.50  
Per Case of 100 Bottles..... \$8.00

AN invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in lassitude and debility as common throughout the East.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

# 'NIWO'

## A NATURAL MEDICINAL WATER.

BOTTLED AT THE SPRINGS  
AT TAKARADZKA, BY  
J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commands its use before any other Mineral water.

FOR CONSTIPATION. Take a tumbler of water half an hour before rising.

FOR GOUT. Take half a tumbler full half an hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

\$ 2.00 a case of 48 Quarts.  
2.50 a Dozen Bottles.

H. PRICE & CO.,  
12, QUEEN'S ROAD,  
Sole Agents for Hongkong,  
Hongkong, January 7, 1905.

# WM. POWELL,

## LIMITED.

ALEXANDRA  
BUILDINGS,  
DES VŒUX ROAD.

NOW SHOWING  
SMART

MILLINERY,  
SUNSHADES,

FEATHER  
STOLES,

NECKWEAR,  
GLOVES,

ETC., ETC.

INSPECTION INVITED

WILLIAM POWELL,  
LIMITED,

HONGKONG.



THE MOST POPULAR

GIN  
IN THE COLONY.

D. C. L.  
OLD TOM  
AND  
DRY.

\$8.50 PER DOZEN.

H. PRICE & CO.,  
12, Queen's Road Central,  
Sole Agents.

MEMOS. FOR TO-MORROW.

Miscellaneous.

11.45 a.m. — Exchange Banks Close.

11.45 a.m. — Insurance Offices Close.

Goods per Catherine Ayrer undelivered after 2 p.m. on this date will be landed.

General Memoranda.

February 24 —

11 a.m. — Auction of Obsolete and Condemned Stores at Government Stores, Wanchai.

Transfer Books of China Fire Insurance Co., Ltd., closed from this date to 9th March inclusive.

Transfer Books of Green Island Cement Co., Ltd., close from this date to 8th March.

Saturday, February 25 —

11 a.m. — Meeting of Green Island Cement Co., Ltd., at General Manager's Office.

Goods per Malacca not cleared at 4 p.m. on this date subject to rent.

Sunday, February 26 —

Goods per Malacca not cleared at 4 p.m. on this date subject to rent.

Monday, February 27 —

11 p.m. — Auction of Household Furniture, at No. 2, Lygonian Villa, Kowloon.

2.30 p.m. — Auction of Japanese Art Curios and Silk Embroideries, &c., at Mr. Geo. Lamont's Sales Rooms.

Tuesday, February 28 —

4 p.m. — Meeting of Hongkong General Chamber of Commerce in City Hall.

5.15 p.m. — Organ Recital in St. John's Cathedral.

Goods per Malacca undelivered after this date at Noon will be subject to rent and landing charges.

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On 21st February, at his residence No. 4 Hollywood Road, HAZEL MANHORN, 54 years of age, died, leaving a widow, aged 60 years.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, WEDNESDAY, FEBRUARY 22, 1905.

THE GOVERNMENT AND THE PRAYA EAST RECLAMATION.

Not very long ago, at a meeting in the City Hall, the Hon. Mr. May declared that the Government of Hongkong had not shirked its responsibility in the past. The Colonial Secretary did not then enlighten us by disclosing the Government's definition of the word 'responsibility,' and perhaps therein lies the crux of the whole matter. We, and most others in the Colony, accept the definition provided by the best-known lexicographers. What the Government goes upon is difficult to tell, and to endeavour to find out would in all probability be a task scarcely worth the physical and mental deterioration that its performance would entail. Abiding at all events, by the definition supplied by the average dictionary, we are prepared to demonstrate that the Government has, with regard to several matters, not acted with that business-like promptitude and capacity for dealing with tasks of any magnitude that would be evinced by, and expected of, any corporate body having at heart the welfare of the community or those to whom they are directly beholden for their positions. At present we do not desire to touch upon more than one enterprise—or proposed work—the consummation of which depends entirely upon the activity and ability of the Government. That proposed undertaking is the Praya East Reclamation Scheme—a project that, has been perfected by men who have already demonstrated in the Colony what enormous benefits, both financial and utilitarian, accrue from judicious reclamation. It is unnecessary to point to the pretensions buildings that adorn the land between the Praya wall and Des Vœux Road—land that has been dumped where it is by coxies—to convince even the most sceptical that reclamation in Hongkong, where flat building sites are luxuriously scarce, is almost as profitable as a gold mine. It is now several years ago since the Praya East Reclamation Scheme to fill up and erect buildings where now there is but a wide stretch of useless shallow water, was formulated, but to all intents and purposes the idea might just as well have remained undeveloped for all that the Government has done to advance it. Surely the Government must realise the vast improvement such a reclamation would make in the Colony, leaving out of consideration altogether the question of financial gain which they would enjoy? Yet, when they have been approached by the promoters for an explanation of the delay the only response that they could make was that settlement was hindered by a difference existing between themselves and the Navy as to the boundary to the Admiralty property. Does the Government suffer from some type of scoliosis, or is it that the Navy has the last say as to what shall or shall not be done for the good of this Colony? If the latter is the case we unequivocally withdraw all that we have written with regard to Governmental apathy, but if not we feel it our bounden duty to protest against the dilly-dallying that is surely tending to the destruction of the scheme now in question. We realise, if the Government does not, the great loss the collapse of the scheme will be to the Colony, yet if the Government is not extremely careful such a collapse will happen. The money market is tightening rapidly, and unless the Government hasten to give their approbation the promoters will find the greatest difficulty in financing the project. Already there is some doubt on

the point, but if the delay is persisted in there will be none. It will be certain that there will be no reclamation for many years yet, if at all. We know that the determination of boundaries is a perplexing thing under certain circumstances, but we fail to see any difficulty that cannot be overcome by a strong resourceful Government of a Crown Colony, especially when they have the Admiralty to deal with. A flaccid Administration will, of course, never do anything in the face of even the mildest opposition; and if that opposition has a tendency to be persistent the weak-kneed Government will totally collapse. We do not care to go so far as to say our Government is utterly spineless, but they are certainly dilatory in this matter, and dilatory to such an extent that they will, if they are not careful, lose to the Colony for some time considerable improvement and to themselves the premium and Crown Rent that would have to be paid on any reclamation completed. It is time that a compromise was effected somewhere, and time the Government took the public into their confidence a little more. The public would like to hear what the Government have done to promote this scheme, and what they intend doing? Those questions could easily be answered at the next meeting of the Legislative Council, and if they are answered satisfactorily the community in general will have much more confidence in the Administration than they appear now to possess.

A little boy, who—having once been invited out to a birthday party—had indulged in too many sweetmeats to agree with his constitution, came home to his mother, complaining of a terrible pain in his stomach. This is the way he expressed it: 'Mother, I feel as if I had the tooth-ache and had swallowed it.' This was sent in to us by a correspondent and the printer asks if it is a green fig or a chestnut.

CORRESPONDENCE.

WANTED—A WAITING ROOM.

(To the Editor of the CHINA MAIL.)

Sir—I would like to offer a suggestion to the Electric Tramway Company through the medium of your paper. People travelling between town and Quarry Bay have often to wait fifteen or twenty minutes at Causeway Bay for the Shaukiwan car, and on these cold nights it is far from pleasant, and during the coming winter season will be intolerable. Many people, however, who live in outlying districts beyond Causeway Bay take a riskish from town and put up with the extra discomfort rather than suffer the bitterly cold wait at the town service terminus. A waiting room of some kind, even a simple shed, would be a boon to the passengers, and would, I think, bring many more people into the night cars on this section.—Yours, etc.,

QUARRY BAY.

Hongkong, February 21.

VICEROY SHEN.

Summoned to Peking.

(From Our Correspondent.)

CANTON, Feb. 21.

For some time rumours have been afloat in official circles in Canton, that Shen is about to be transferred to the viceroyalty of the Two Kwang.

It appears, however, that reliable information is now to hand which indicates that His Excellency has been summoned to Peking. The difficulties, which have arisen because Russia has been impinging on the neutrality of China necessitate this arrangement.

Special attention is to be paid to the frontier questions, because it is feared, lest, in the future, there may be difficulties with Russia. Therefore a peremptory telegram has been received from Peking which has ordered the Viceroy to settle up affairs in Kwangsi with all possible despatch.

Shen is to be associated with Yuen Shikui, the Viceroy of the metropolitan province, in whatever arrangements may be necessary in view of future events.

Moreover the advisability of discontinuing the office of governor of the Two Kwang has been under discussion. It is also reported, therefore, that the present opportunity will be seized, and the now incumbent Cheung will annunciate the two duties, and in his own person discharge each.

GOOD for young and old is Stearns' Wine. Enriches the blood, aids digestion, improves nutrition, increases weight. It cures.

A TIMELY SUGGESTION.—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted and before it has become settled in the system. In almost every instance a severe cold may be warded off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in giving it to children for it contains no harmful substance. It is pleasant to take, and adults and children like it. Buy it and you will not be disappointed. It always cures. Sold by all Dealers; WATKINS & Co., Ltd., General Agents.

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# BY TELEGRAPH.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]

[SUPPLIED BY REUTER, VIA DOWNEY.]

Received on February 21, at 10.46 p.m.

# FIGHTING THE AUTOCRAT.

MASS MEETING IN ST. PETERSBURG.

Shooting of Workmen Denounced.

'Death to the Butchers.'

LONDON, February 21.

By permission of Governor-General Trepoff a mass meeting has been held in the Student's Hall, St. Petersburg University.

The speakers denounced the shooting of workmen and demanded a constitution.

The excitement was intense.

Large red and black banners were unfurled, on which were inscribed 'Death to the Butchers.'

A painting of the Tsar was also slashed to pieces.

A resolution, attacking with invectives of the most violent character, the autocracy, pointing out its follies and impotence, and predicting a speedy downfall, was carried.

The meeting welcomed the workmen as allies and declared that it was necessary to establish a National Militia to fight for the realisation of their aspirations and to protect themselves from Government interference.

FRESH STRIKES.

Railway Employees Out.

LONDON, February 21.

The employees of the Russian South-Western Railway held a meeting at Kiel, and decided upon a general strike.

THE REFORM COMMISSION.

LONDON, February 20.

The St. Petersburg commission appointed to examine the grievances of the workmen has issued a most elaborate scheme whereby the employers and workmen will elect delegates on the commission.

FUNERAL OF GRAND DUKE SERGIUS.

The funeral of the late Grand Duke Sergius will take place on the 23rd instant, and will be practically private. The Tsar and leading members of the Royal family will be absent.

H. M. King Edward and The Prince of Wales have called on Count Benckendorff to express their condolences.

THE EFFECT IN RUSSIA.

It is stated that the death of the Grand Duke Sergius has had a crushing effect on the Russian Royal family, the Grand Duke Vladimir being terribly affected.

The Tsar's St. Petersburg correspondent wires that among the highest Russian dignitaries the conviction is growing that it is in the vital interests of the Government and the dynasty, that the war in the East should be ended as soon as possible.

IRELAND AND DEVOLUTION.

WYNDHAM EXPLAINS.

The Irish Sentiment is Armed Revolt.

LONDON, February 21.

Mr. George Wyndham has explained his relations with Sir Antony MacDonnell, who was rather his colleague than a mere Under-Secretary.

In his explanation Mr. Wyndham referred to Sir Antony's loyalty and integrity, and remarked that Sir Antony was censured by the Cabinet because he assisted in the publication of proposals to which both the Cabinet and he (Mr. George Wyndham) objected.

Mr. J. E. Redmond moved an amendment to the Address in Reply, and declared the present Government was opposed to the will of the Irish people, who had no voice in their own affairs.

Home Rule was only a political issue before Irishmen.

The sentiment of the people was that armed revolt would be their duty if there was a reasonable chance of success.

During the debate Mr. Winston L. Churchill asked if the Cabinet's censure of Sir Antony MacDonnell included the Viceroy of Ireland.

Mr. Wyndham replied that when Sir Antony was censured, the Government were not aware that Earl W. H. W. Dudley, Lord Lieutenant of Ireland, approved of his action.

[In another column will be found the letter of disavowal written by Mr. George Wyndham to The Times in September.

Ed., C.M.]

# BY TELEGRAPH.

['REUTER'S SERVICE.]

# THE RUSSO-JAPANESE WAR.

GRIPPENBERG AND KUROPATKIN.

LONDON, February 20.

General Gripenberg has been favourably received by the Tsar. Influences are working to undermine the position of General Kuropatkin.

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## HONGKONG RACES.

## The Second Day.

A dull drizzling mist was falling when the time for the first race arrived to-day. It was quite a contrast to the previous day, for the lack of the course was entirely obscured in the fog which spread like a pall over the surrounding hill sides and the valley beneath. Naturally the course was heavy.

As the day advanced the mist cleared away to an appreciable extent, but never once did the sun shine out. The fact that the Derby was to be run brought down a fair number of visitors, and despite the vexatious climatic conditions there was a fairly large number present when the battle for the blue ribbon began.

The band of the Royal West Kents was again present and played some very acceptable selections. His Excellency Sir Matthew Nathan arrived just before the Derby was run, and remained on the course for the better part of the day.

The racing commenced with the Jockey Cup, for which Alvan and Starling were installed first and second respectively. Alarm safely brought his supporters home, but Starling failed miserably. High Frequency and Lamark filling the second and third places. High Frequency's dividend for second place was a very good one.

The favourite for the Exchange Plate, Heather King, also won, but Coronet Rose, second favourite, failed to get any closer than third, while Salam, who was fairly well backed filled second place.

The Derby was a fine race, and Cotswold was favourite, although there was little in the betting between Eleet and Pott's pony. Halifax, after his wins of yesterday, was also fancied, and the public were right in their choice. The three horses filled the three positions, after a splendid race. Cotswold and Norman King had a finest-to-finishing straight, and there is no doubt but that the best pony won. Halifax, though third, was a long way behind the first two ponies. The dividend paid, as is only natural, were very small.

For the German Cup, Mr. Mumford's Mick was proclaimed favourite, with The Gem Rose second and Pott's King third. However Pott's King upset their calculations by beating Mick, while Gem Rose failed to get a place in fact she did not show at all prominent throughout the race.

A popular win in the Gold Coast Cup was Canny, ridden by Johnstone. A fine furlong race is only a flash in the pan, but from the end of the second furlong Canny had the race well in hand, and after a fair finish won by one length and a half.

In the Professional Cup Croomie brought off something of a surprise, by beating Gratton and Invincible Rose, and winning good dividends, \$56.40 for a winner. Gratton led for most of the time, but when the straight was reached both Invincible Rose and Croomie challenged him. Croomie outlasted Gratton and won by half a length.

The favourite, Ardpatrick, in the Challenge Cup was defeated by Aladdin, while Johnstone was thrown over the fence from his mount into the gutter beside the course. Fortunately he was not hurt much.

The Navy Cup was won by the favourite Norman King, while Coronet Rose ran a good race, being only just beaten by Halifax for second place.

1.—The Jockey Cup.—Value \$250. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifins of any season. To be ridden by Jockeys who have not more than two winning mounts previous to the Meeting in Hongkong or China. Weights for inches as per scale. Previous winners barred. Once Round.

Mr. W. G. Clark's Alvan, 10st. 12lbs. Gegg. 1  
Mr. Medico's High Frequency, 11st. 11lb. Leslie. 2  
Mr. T. S. Forrest's Lamark, 11st. 11lb. Butler. 3

Mr. Gates' Starling, 11st. 4lbs. Butler. 1  
Mr. Magpie's Caterpillar, 11st. 10lb. Humphreys. 0  
Mr. John Pott's Berkeley, 10st. 12lbs. 0  
Mr. Smith's Forward, 11st. 11lb. Inglis. 0

Seven ponies faced the starter and got away well together. Lamark being on the rails, with Forward next. At the corner these ponies were almost level, Starling being third. At the football stand they were in the same order, with Caterpillar last. Starling displaced Alvan, who had a good position, and was half a length behind Lamark at the village. Caterpillar being a long way in the rear. Entering the straight Alvan drew away and won in an easy fashion by five or six lengths. High Frequency being second and Lamark third.

Time 2:04. Parimutuel. Winner \$6.10; 1st \$5.90; 2nd \$5.60; 3rd \$5.10.

2.—THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and Third \$50. For China Ponies, Weight for inches as per scale. Previous winners at this Meeting of one Race 7 lbs. extra; of two or more races 10 lbs. extra. Grifins of this Season 1904-1905 allowed 10 lbs. Unplaced Runners allowed 5 lbs. From the Two-mile Post Once Round and in.

Mr. G. H. Pott's Heather King, 11st. 11lb. Cumming. 1  
Mr. F. B. Marshall's Salam, 10st. 7lbs. 2  
Mr. Duxey's Coronet Rose, 10st. 10lbs. Hayes. 3

Mr. Drayson's Bean Cake, 11st. 4lbs. Alderton. 0  
Mr. Wingard's Algernine, 11st. 8lbs. Moller. 0

Mr. John Pott's Zodiac, 10st. 12lbs. Gresson. 0  
Mr. Johnstone's Border Raider, 10st. 10lbs. Johnstone. 0

There were again seven starters, Algernine being on the rails. When the ponies reached the judge's box Salam had displaced Algernine and led by three lengths at the corner. Heather King being two lengths behind. Gresson coming next. Heather King fell back again. Gogdrip the hill Salam was a length to the good. Heather King being half a length behind Algernine. Passing the rock Heather King moved up smartly moving down Algernine and Salam. Salam was a length to the good. Commencing with a half a length to the good, and won by five or six lengths. A good race took place between Coronet Rose, Salam and Border Raider for second place, resulting in Salam beating Coronet Rose by about three-quarters of a length. Border Raider being fourth and Beancake last. Time 2 min. 23. Parimutuel. Winner \$14.80; 1st \$5.90; 2nd \$10.20; 3rd \$7.40.

3.—THE HONGKONG DERBY.—A Sweepstake of \$20 each, with \$1,500 added. (Half forfeit if declared on or before day of closing entries). For China bond fide Grifins on date of entry. Weight for inches as per scale. One Mile and a half.

Mr. John Pott's Cotswold, 11st. 4lbs. Gresson. 1  
Mr. G. H. Pott's Norman King, 11st. 11lb. Cumming. 2  
Mr. Wingard's Halifax, 11st. 11lb. Moller. 3

Mr. S. Mumford's Pott's King, 10st. 9lb. Gegg. 0  
Mr. John Pott's Leabury, 11st. 11lb. Johnstone. 0  
Mr. Buxey's Lamarque Rose, 11st. 11lb. Hayes. 0

Mr. Pott's Saxon King, 10st. 9lb. Vida. 0  
Mr. Buxey's Empress of India Rose, 11st. 4lbs. Alderton. 0

Rather a large field came out for the Derby, there being eight ponies in. The start was at the northeastern corner of the ground, and Leabury and Empress of India Rose gave some little trouble. Finally a good start was made. Empress of India Rose being in front. Saxon King soon displaced Empress of India Rose and going to the front led by three lengths at the black rock, followed by Leabury, Empress of India Rose being third. Pat fourth and Halifax last. The field was galloping steadily and Saxon King got about ten lengths to the good when passing the village. Saxon King retained his lead in the straight, but Pat moved out of the bunch and when passing the post for the first time Saxon King was some lengths ahead of Pat. Empress of India Rose next. Cotswold was slightly ahead of Norman King, who was on the rails at the rear. Halifax being on the outside. The same order prevailed until when nearing the football stand one and a half miles from the start, and Halifax went past Empress of India Rose. The latter moved up again when about to enter the back of the course. Going up the hill Saxon King was still ahead. Empress of India Rose and Norman King being close at hand. Norman King, Halifax and Cotswold passed Saxon King before the straight was entered. Gresson led the race in the straight, and a grand race between Norman King and Cotswold took place. However, the latter, responding well to his rider, crossed the finish a length and a quarter to the good. Norman King being ten lengths ahead of Halifax.

Time 2:27. Parimutuel. Winner \$10.20; 1st \$5.10; 2nd \$5.40; 3rd \$5.70.

4.—THE GERMAN CUP.—Presented by Members of the Club Germania. Second to receive \$150; and Third \$50. For China Ponies Subscription Grifins of this Season 1904-1905. Weight for inches as per scale. One Mile and a quarter.

Mr. G. H. Pott's Pott's King, 11st. 11lb. Cumming. 1  
Mr. N. Mumford's Mick, 11st. 11lb. Gresson. 2  
Mr. Griffith's Sport Royal, 11st. 11lb. Alderton. 3

Mr. Buxey's The Gem Rose, 11st. 11lb. Hayes. 0

Mr. Paul's Policy, 11st. 11lb. Moller. 0  
Mr. Kieblatt's The Leader, 11st. 11lb. Abel. 0  
Mr. D. Macdonald's Highlander, 11st. 11lb. McKie. 0

Mr. Carruthers' Black Monday, 10st. 12lbs. Cruickshank. 0  
Mr. Magpie's Blackbird, 11st. 12lbs. Vida. 0

Mr. Dryadust's Cake Walk, 11st. 11lb. Robertson. 0  
Eleven ponies started. Mick coming in on the outside, took the lead after the first hundred yards. Policy was second, the Leader third, Blackbird fourth and K. O. S. B. last when the post was passed for the first time. At the corner Mick still led but Policy drew close up with Blackbird third, going up the hill Policy got his nose in front. Mick soon put half a length between them, increasing it to a length and a half. At the black rock, K. O. S. B. was still last, eight lengths away from Mick. Approaching the village Blackbird and Pott's King drew near to Mick and a rattling finish resulted in Pott's King winning by a length and a half from Mick. Sport Royal being half a length away third. Policy was last.

Time 2 min 54. Parimutuel. Winner \$33.70; 1st \$7.90; 2nd \$6.90; 3rd \$20.90.

5.—THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan. K.C.M.G. For China Ponies, weight for inches as per scale. Five furlongs.

Mr. Johnstone's Ca Canny, 10st. 8lb. Johnstone. 1  
Mr. Pott's Zodiac, 10st. 12lb. Gresson. 2  
Mr. Kadourie's Soudai, 11st. 11lb. Alderton. 3

Mr. Buxey's La France Rose, 10st. 12lb. Hayes. 0  
Mr. J. Pott's Ser, 11st. 7lb. Cruickshank. 0

Mr. Pott's Alvan, 11st. 12lb. McKie. 0  
Mr. Pott's Pott's King, 10st. 9lb. Vida. 0

Mr. Buxey's Marched Niel Rose, 10st. 7lb. Gegg. 0  
+ 10lbs. allowance.  
+ 6lbs. overweight.  
+ 2lbs.

The start was at the back of the course near the football field. After some considerable delay—Marched Niel Rose being the culprit—Niel Rose being in front. Zodiac, however, soon displaced her speed and made the running. Going up the hill Ca Canny drew up into second position, Kadourie's pony being third. Entering the straight Ca Canny, Zodiac and Soudai were together, and a good finish resulted in the horses finishing in that order. The latter being half a length between Ca Canny and Zodiac and a half a length between the second and third.

Time 1 min. 17. Parimutuel. Winner \$10.00; 1st \$5.90; 2nd \$6.60; 3rd \$11.

6.—THE PROGRESSIVE CUP.—Presented. Second to receive \$100; and Third \$50. For Grifins on date of entry and Ponies that have never won a Race. Subscription Grifins of this Season 1904-1905 allowed 5 lbs. Weight for inches as per scale. Previous winners barred. One Mile.

Mr. John Pott's Croomie, 10st. 12lbs. Gresson. 1  
Mr. E. Owen's Gratton, 10st. 12lbs. Gegg. 2  
Mr. Buxey's Invincible Rose, 11st. 11lb. Hayes. 3

Mr. Wingard's Esquimaux, 11st. 11lb. Moller. 0  
Mr. G. H. Pott's Tucson King, 10st. 9lb. Gegg. 0

Mr. G. H. Pott's Saxon King, 10st. 9lb. Vida. 0  
Mr. G. C. Moxon's Nomination, 10st. 12lbs. Cruickshank. 0

Mr. Dryadust's Royal, 10st. 12lbs. Johnstone. 0

There were eight starters. Nomination being on the rails. The start was made from the field and galloped several lengths in front until the village was reached when Saxon King was second. On passing the village Gratton still maintained the lead but it was decreased by Invincible Rose, and Croomie came out from the bunch and passed Gratton coming into the straight. Croomie and Gratton fought it out in the straight, the former winning by

half a length with Invincible Rose a length behind.

Time 2 min 54. Parimutuel. Winner \$66.40; 1st \$12.20; 2nd \$12.50; 3rd \$8.80.

7.—THE CHALLENGE CUP.—Value One hundred Guineas. For China Ponies. A forced entry of \$10 each, but optional to China Ponies Subscription Grifins of this or previous Seasons. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies, the bond fide property of the same owner or owners. Winner to receive \$340 and 70 per cent. Second \$100 and 50 per cent. and Third \$50 and 40 per cent. of the Entrance Fees, until the Cup is finally won, when the Second Pony will receive 75 per cent., and Third Pony 25 per cent. of the Entrance Fees. One Mile and three-quarters.

Mr. Lewis' Aladdin, 11st. 11lb. Vida. 1  
Mr. J. Pott's Ardpatrick, 11st. 11lb. Gresson. 2  
Mr. Buxey's Raro Rose, 10st. 12lbs. Hayes. 3

Mr. Kingston's Little Monno, 10st. 12lbs. Brutton. 0  
Mr. John Pott's Polka, 10st. 12lbs. Johnstone. 0

Mr. G. H. Pott's Scottish King, 10st. 12lbs. Cumming. 0

A good start was obtained, the field consisting of six ponies. On coming past the post for the first time Scottish King was on the rails and Aladdin was in the lead with Ardpatrick second. Past the rock and on to the village Aladdin continued several lengths in advance of the field and made the running. Scottish King followed, passing the post with Scottish King second, Polka third and Little Monno last. Going round the second time Aladdin continued well in advance of the field. Scottish King challenged on passing the football stand, and a fine race was dropped. Raro Rose came well at the rock but Aladdin continued in front right into the straight. On entering the straight Polka slipped throwing his jockey and galloped home without him. The race home was between Aladdin and Ardpatrick, the former winning by about a quarter of a length.

On weighing in Mr. Gresson entered a protest against Aladdin's jockey for fouling him. The protest was overruled. Johnstone's injuries were not serious, consisting mainly of a bruised leg, which prevented him from riding for the rest of the day.

Time 4 min. 4. Parimutuel. Winner \$56; 1st \$8; 2nd \$5.50; and 3rd \$9.

8.—THE PARADE CUP.—Presented by the Members of the Parade Community. Value \$350. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifins of this Season 1904-1905. Weight for inches as per scale. Winner of the German Cup 10 lbs extra. Other Winner 7 lbs. extra. From the Two Mile Post once round and in.

Mr. Macdonald's Highlander, 11st. 11lb. Alderton. 1  
Mr. Smith's Forward, 11st. 11lb. Inglis. 2  
Mr. Mumford's Mick, 11st. 8lb. Gegg. 3

Mr. Magpie's Blackbird, 11st. 12lbs. McKie. 0  
Mr. Forrest's Fife, 10st. 12lbs. Gresson. 0

Mick got the lead from the start, but Blackbird was not far away. Nearing the football stand Blackbird led. Fife being second, and Mick third. At the black rock Mick was in front, Blackbird second, while Forward was a long way in the rear. Forward made a good run as the ponies entered the village and caught the bunch. When the straight was entered Highland Chief slipped away, chased by Forward and Fife. The leader won in a canter, while Forward, Mick and Fife had a good fight in the straight, resulting in Forward getting second, and Mick third. Time 3 min. 35. Parimutuel. Winner \$30.20; 1st \$5.20; 2nd \$5.70.

9.—THE NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150; and Third \$50. For China Ponies bond fide Grifins on date of entry. Weight for inches as per scale. Winners of one Race at the Meeting 7 lbs. extra; of two or more Races 10 lbs. extra. Unplaced Runners allowed 3 lbs. extra.

Mr. Pott's Norman King, 11st. 6lbs. Moller. 1  
Mr. Wingard's Halifax, 11st. 11lb. Moller. 2  
Mr. Kadourie's Cascade, 10st. 12lbs. Alderton. 3

Mr. Buxey's Empress of India Rose, 11st. 11lb. Hayes. 0  
Mr. Pott's Leabury, 11st. 11lb. Cruickshank. 0

Norman King was on the rails at the start and led past the post with Empress of India Rose second. Going up the hill Leabury fell back, while Halifax moved to the front, displacing Norman King. Before long Norman King was again in front and held the lead past the village and into the straight with Cascade second. Norman King ultimately won by five lengths from Halifax, Cascade being about a short head off. Time 2 min. 54.

Parimutuel. Winner \$8.70; 1st \$7.30; 2nd \$9.80.

10.—THE RACING STAKES.—Sweepstake of \$10 each, with \$150 added. For China Ponies Subscription Grifins of any Season. Weight for inches as per scale. Previous winners barred. First Pony to receive 70 per cent. Second 20 per cent. and Third 10 per cent. of the Entrance Fees, until the Cup is finally won, when the Second Pony will receive 75 per cent. and Third Pony 25 per cent. of the Entrance Fees. One Mile and three-quarters.

Mr. Pott's Jungle King, 10st. 12lbs. Cumming. 1

Mr. Buxey's Raro Rose, 10st. 12lbs. Hayes. 3  
Mr. Kingston's Little Monno, 10st. 12lbs. Brutton. 0  
Mr. John Pott's Polka, 10st. 12lbs. Johnstone. 0

Mr. G. H. Pott's Scottish King, 10st. 12lbs. Cumming. 0

A good start was obtained, the field consisting of six ponies. On coming past the post for the first time Scottish King was on the rails and Aladdin was in the lead with Ardpatrick second. Past the rock and on to the village Aladdin continued several lengths in advance of the field and made the running. Scottish King followed, passing the post with Scottish King second, Polka third and Little Monno last. Going round the second time Aladdin continued well in advance of the field. Scottish King challenged on passing the football stand, and a fine race was dropped. Raro Rose came well at the rock but Aladdin continued in front right into the straight. On entering the straight Polka slipped throwing his jockey and galloped home without him. The race home was between Aladdin and Ardpatrick, the former winning by about a quarter of a length.

On weighing in Mr. Gresson entered a protest against Aladdin's jockey for fouling him. The protest was overruled. Johnstone's injuries were not serious, consisting mainly of a bruised leg, which prevented him from riding for the rest of the day.

Time 4 min. 4. Parimutuel. Winner \$56; 1st \$8; 2nd \$5.50; and 3rd \$9.

8.—THE PARADE CUP.—Presented by the Members of the Parade Community. Value \$350. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifins of this Season 1904-1905. Weight for inches as per scale. Winner of the German Cup 10 lbs extra. Other Winner 7 lbs. extra. From the Two Mile Post once round and in.

Mr. Macdonald's Highlander, 11st. 11lb. Alderton. 1  
Mr. Smith's Forward, 11st. 11lb. Inglis. 2  
Mr. Mumford's Mick, 11st. 8lb. Gegg. 3

Mr. Magpie's Blackbird, 11st. 12lbs. McKie. 0  
Mr. Forrest's Fife, 10st. 12lbs. Gresson. 0

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Mr. John Pott's Polka, 10st. 12lbs. Johnstone. 0

## THE ADVENTURES OF JIMMY AND ME.

[By Candid Jane.]

Jimmy and I had been anxiously watching the sky for some days. We both wanted to go to the races; but the more we studied the weather the more our spirits fell.

"It is sure to rain and dogs," sighed Jimmy, "and your sweet pink hat will be spoiled, my Jane, to say nothing of my beautiful boots." Jimmy is a nice little husband enough—in his way—but is a bit of a stupid and can hardly tell a China pony from a mule. Otherwise he thinks he is an authority on racing matters. As for me, of the art of racing I am supremely ignorant, and why the best horse frequently doesn't win is to me a mystery.

All I do know is that if I back any animal it is sure to come in a dreary last; and unless I lose thus prevents me from gaining many an honest penny—belonging to someone else.

Jimmy suggested going in the train. He is a sociable little man and likes sitting quite close to people—especially pretty girls. But I voted for a cab, as I don't don't attract me—I had my own way as I generally do. And amidst a scene of indescribable confusion we tore down Queen's Road. The day was mercifully fine so far, and the crowd was great as we arrived at the entrance to the enclosure.

Being up with the tea, we went to the Royal Artillery, the front of the former being draped with red and white—the colours of the regiment of Guards to which General Icton belongs. The interior was hung with flags, chiefly Union Jacks, and there were two stages of bayonetted gallant gunners had draped their box with the regimental colours of dark blue and red—tastefully relieved by green wreaths.

As we walked on Jimmy was greatly taken with the noise over the Hongkong Jockey Club door. "They want let you in there my dear," he said, "it is for the numbers and their ladies only."

We both admired the graceful palms on the staircase of the Governor's box and didn't admire the Union Jack inside. I thought the place was made gay by His Excellency's smile, but Jimmy said it was the lovely faces of the ladies who were with him, which brightened it up. He sighed as he looked. "Governing a Colony may be a tiresome business," he said, "but it has its compens



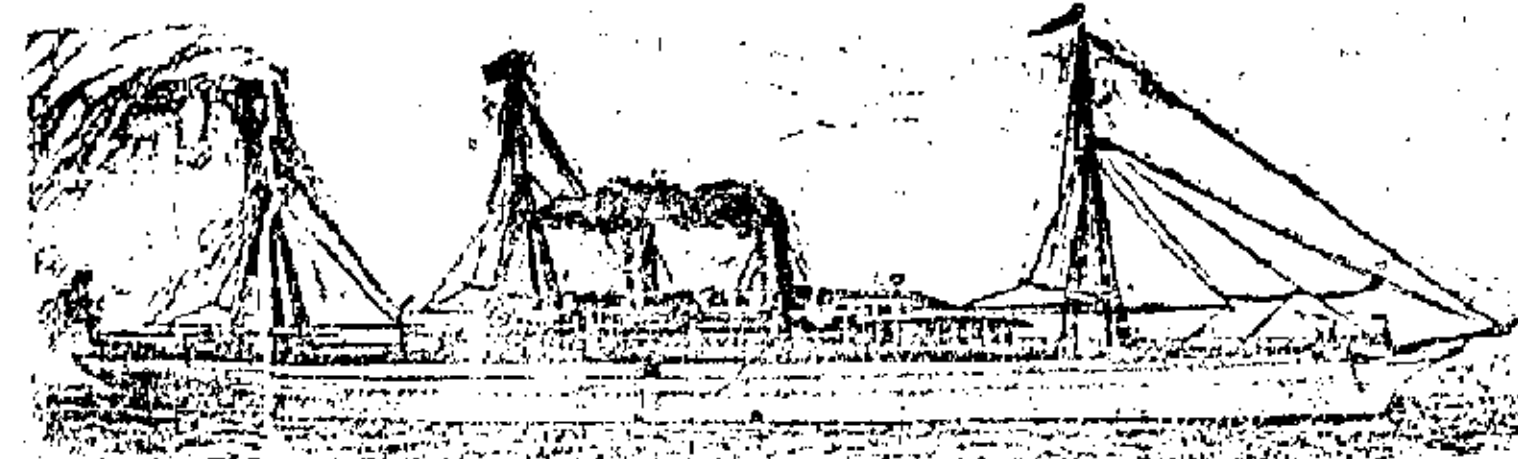
## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

| named—<br>FOR   | STEAMERS                      | TO SAIL ON           | REMARKS.                   |
|---|-------------------------------|----------------------|----------------------------|
| LONDON, &c.   | Charm (H. W. KERRICK, R.N.R.) | Noon, 25th February. | See Special Advertisement. |
| SHANGHAI.   | Mulla (R. A. PETERS)          | About 25th February. | Freight and Passage.       |
| LONDON & ANTWERP. Via<br>S. PANG, C. H. POH,<br>SAID AND MARSHALLS. | Foran (B. W. H. SNOW)         | About 1st March.     | Freight and Passage.       |

For further Particulars apply to

P. & O. S. N. Co.'s Office,  
Hongkong, February 20, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
Sailing 3 to 7 days across the Pacific.

| Port of Call            | Steamer   | Date                 |
|-------------------------|-----------|----------------------|
| R.M.S. EMPRESS OF JAPAN | 6000 Tons | Wednesday, Mar. 8.   |
| R.M.S. ATHENIAN         | 1902 Tons | Wednesday, Mar. 15.  |
| R.M.S. EMPRESS OF CHINA | 6000 Tons | Wednesday, Mar. 22.  |
| R.M.S. EMPRESS OF INDIA | 6000 Tons | Wednesday, Apr. 19.  |
| R.M.S. TARTAR           | 425 Tons  | Wednesday, April 26. |

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 182.

The magnificent "EMPEROR" STEAMSHIP passing through the famous IN-  
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-  
COUVER (B.C.) in 10 DAYS, and make connection with the PACIFIC OVER-  
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT  
CHANGE.R.M.S. TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only  
at intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.For further information, Maps, Guides, Books, Rates of Freight and Passage,  
apply to  
D. W. CRADDOCK, Acting General Agent,  
Hongkong, February 8, 1905.PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.SAILING FROM HONGKONG, via INLAND SEA OF JAPAN,  
MORI, KOBE & YOKOHAMA; FORPORTLAND, OREGON,  
CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.OPERATING IN  
CONNECTION WITH THE

| STEAMSHIP | Tons | Captain | To SAIL AT DAYLIGHT ON |
|-----------|------|---------|------------------------|
| ARAGONIA  | 5158 | SHIRLEY | Mar. 5, 1905.          |
| NICOMEDIA | 4270 | WAGNER  | Mar. 31, 1905.         |
| NEMANTIA  | 4270 | BRUNNER | April 20, 1905.        |
| ARADIA    | 4483 | HAILE   | May 11, 1905.          |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian  
and United States Ports. For through rates of Freight and further information,  
communicate with or apply to

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, February 15, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| For                              | STEAMERS                          | LEAVING                            |
|----------------------------------|-----------------------------------|------------------------------------|
| TAMUJI, Via SWATOW<br>AND AMOY.  | FRITHJOF<br>Capt. H. HARRALDSEN   | SUNDAY, 26th<br>Feb., at Daylight. |
| FOOCHOW, Via SWATOW<br>AND AMOY. | TRIUMPH<br>Capt. A. HARRIS        | WEDNESDAY,<br>Mar. 1, at Daylight. |
| TAMUJI, Via SWATOW<br>AND AMOY.  | BOERSTERNE JORNSEN<br>Capt. OLSEN | SUNDAY, 5th<br>Mar., at Daylight.  |

ON account of the present state of political affairs, all the Company's new Steamers  
have been requisitioned for Transport Service, and the above-named chartered  
Steamers have been secured instead for maintenance of the Company's Coastal Service.  
As soon as the state of Affairs permit the Company will resume running with its special-  
ly designed new Steamers.For Freight, Passage and further information, apply at the Co.'s local Branch  
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, February 20, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains       | To Sail         |
|----------|------|----------------|-----------------|
| PLEIADES | 3753 | F. G. Purinton | About Mar. 15.  |
| SHAWMUT  | 3608 | E. V. Roberts  | About April 13. |
| TREMONT  | 3608 | T. W. Gardick  | About May 6.    |
| LYRA     | 4417 | G. V. Williams | About May 26.   |

Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT ..... 3608 tons Capt. E. V. Roberts ..... About 27th March.  
S.S. TREMONT ..... 3608 tons Capt. T. W. Gardick ..... About 18th April.  
S.S. LYRA ..... 4417 tons Capt. G. V. Williams ..... About 11th May.CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.The Twin-screw s.s. Shawmut and Tremont are fitted with very superior  
accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell &amp; Co., Limited,

GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, February 22, 1905.

## Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

| FROM                  | STEAMERS   | DOE         |
|-----------------------|------------|-------------|
| GLASGOW AND LIVERPOOL | FINCHLEY   | 27th March. |
| GLASGOW AND LIVERPOOL | ANTHONY    | 5th March.  |
| GLASGOW AND LIVERPOOL | ULYSSES    | 12th March. |
| GLASGOW AND LIVERPOOL | LYRIUS     | 19th March. |
| GLASGOW AND LIVERPOOL | MAGNAN     | 26th March. |
| GLASGOW AND LIVERPOOL | ALCIBIADES | 13th March. |
| GLASGOW AND LIVERPOOL | OLYMPIA    | 20th March. |
| GLASGOW AND LIVERPOOL | KAROL      | 27th March. |
| GLASGOW AND LIVERPOOL | AGAMEMNON  | 24th March. |

## HOMEWARDS.

| FOR                                  | STEAMERS   | TO SAIL        |
|--------------------------------------|------------|----------------|
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | FINCHLEY   | 26th February. |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | ANTHONY    | 14th March.    |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | ULYSSES    | 21st March.    |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | LYRIUS     | 28th March.    |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | MAGNAN     | 4th April.     |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | ALCIBIADES | 11th April.    |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | OLYMPIA    | 18th April.    |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | KAROL      | 25th April.    |
| AMSTERDAM, LONDON & ANTWERP, HAMBURG | AGAMEMNON  | 2nd May.       |

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

| FOR   | STEAMERS | TO SAIL     |
|---|----------|-------------|
| VICTORIA, SEATTLE, TACOMA, AND PISCUEY                    | FINCHLEY | 1st March.  |
| ALL PACIFIC COAST PORTS, VIA<br>NAGASAKI, KOBE & YOKOHAMA | ANTHONY  | 24th March. |

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, February 22, 1905.

## CHINA NAVIGATION CO., LD.

| FOR  | STEAMERS | TO SAIL        |
|--|----------|----------------|
| SHANGHAI, KAIHAKU, KANSAI  | FINCHLEY | 23rd February. |
| CHU & HOKU   | KAROL    | 23rd February. |
| KORE   | CHANGSHA | 24th February. |
| SHANGHAI   | PAOTING  | 24th February. |
| TIENSIN  | KASSU    | 25th February. |
| SWATOW, AMOY, CHEFOO & TIENSIN (CHU)   | FINCHLEY | 25th February. |
| PORT DARWIN, THURSDAY<br>ISLAND, COOK TOWN,<br>CAIRNS, TOWNSVILLE, BRISBANE,<br>SYDNEY AND MELBOURNE | CHANGSHA | 13th March.    |

The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.  
A duly qualified Surgeon is carried.Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand and other  
Australian Ports.N.B.—REDUCED SALOON FARES, Single and Return, To Manila and  
Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, February 22, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila. Sea-coast and ships—  
Electric Light—Perfect Cuisine—Surgeon and  
Stewardess carried. All the most up-to-date arrange-  
ments for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain      | For    | Sailing Date        |
|-----------|------|--------------|--------|---------------------|
| RUBI      | 2540 | R. W. Almond | Manila | Feb. 25, at 10 a.m. |
| ZAFIRO    | 2540 | R. Rodger    | Manila | Mar. 4, at 10 a.m.  |

For Freight or Passage, apply to

Shewan, Tomes & Co.,  
General Managers.

Hongkong, February 21, 1905.

SOUTH AFRICAN LINE OF  
STEAMERS.HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to  
DURBAN, NATAL.

The following Chartered Steamers will run at Intervals of about 3 Weeks—

| S.S.                | Captain          | For    |
|---------------------|------------------|--------|
| S.S. SWANLEY        | J. P. Dawson     | Manila |
| S.S. COCKFIELD      | J. W. Martin     | Manila |
| S.S. ORANLEY        | M. W. Smith      | Manila |
| S.S. IRAL           | M. Robertson     | Manila |
| S.S. LACOT          | C. E. Cox        | Manila |
| S.S. LOTHIAN        | J. G. Williamson | Manila |
| S.S. INKUM          | E. S. Preece     | Manila |
| S.S. SIKH           | J. Rowley        | Manila |
| S.S. SOPAL          | GET SHEPHERD     | Manila |
| S.S. INDRASHAMA     | T. P. Claver     | Manila |
| S.S. INDIAVELLI     | J. Cunningham    | Manila |
| S.S. SEALDA         | Geo. Dixon       | Manila |
| S.S. CATHERINE PARK | Cop.             | Manila |
| S.S. INKULA         | DEAN             | Manila |

For Freight, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, February 9, 1905.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY &amp; FOOCHOW.

The Company's Steamship  
HATCHING  
Captain H. HARRIS, will be despatched for  
the above Ports on FRIDAY, the 24th  
inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, February 21, 1905.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship  
LOONGSANG  
Captain G. S. WIGGALL, will be despatched  
as above on FRIDAY, the 24th inst., at  
4 p.m.This Steamer has superior Accommoda-  
tion for First-class Passengers, and is fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

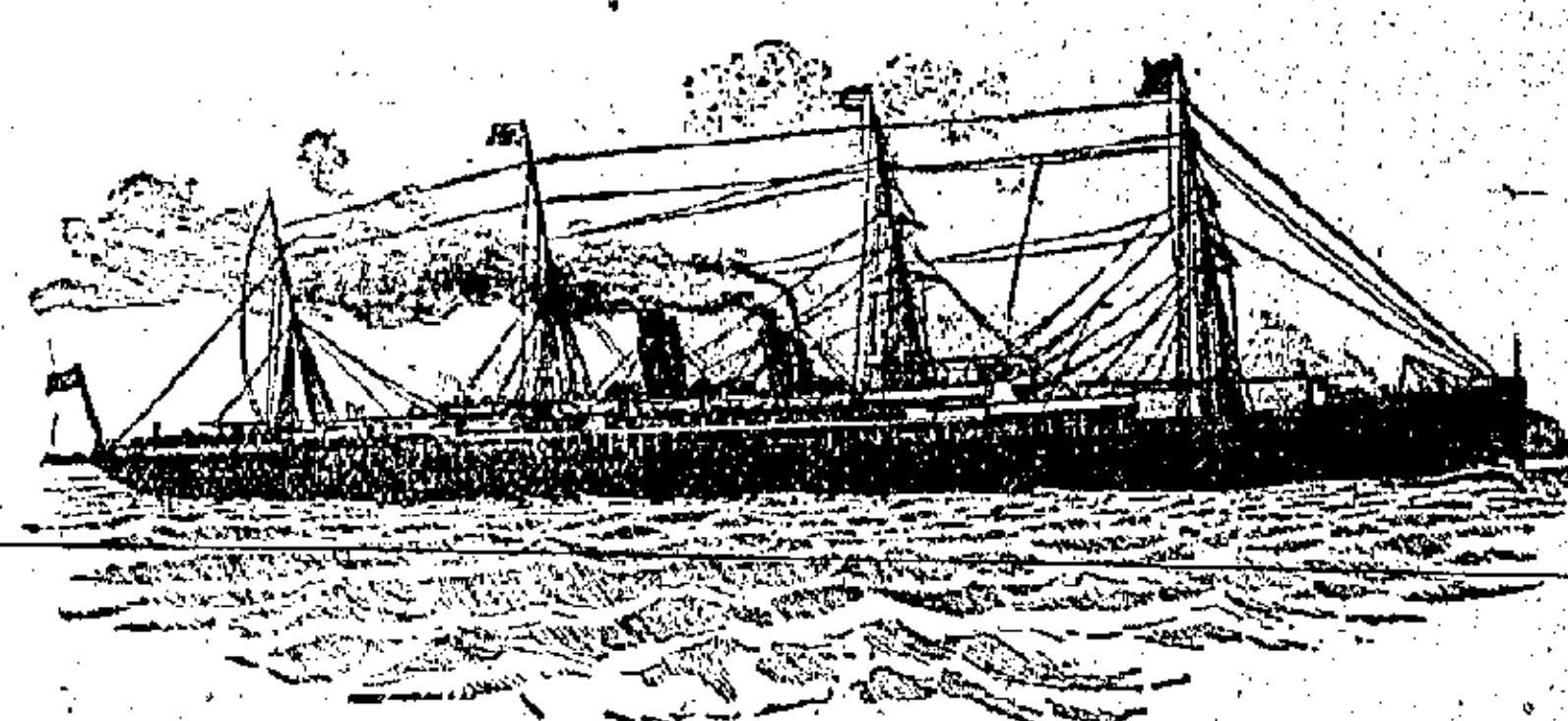
Hongkong, February 18, 1905.

## Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND  
ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,  
AND EUROPE.Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU,  
the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG.

| STEAMSHIP | DATE                   | TIME     |
|-----------|------------------------|----------|
| MANCHURIA | TUESDAY, 28th February | at Noon. |
| DORIC     | SATURDAY, 11th March   | at Noon. |
| KOREA     | FRIDAY, 24th March     | at Noon. |
| CORIC     | TUESDAY, 4th April     | at Noon. |
| STREITA   | SATURDAY, 15th April   | at Noon. |
| TUESDAY   | 25th April             | at Noon. |
| MONSOLIA  | SATURDAY, 6th May      | at Noon. |
| CHINA     | 13th May               | at Noon. |

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,273 tons, Oct.  
13th-23rd, 1902, 10 days, 15 hours.THE P. M. Steamship MANCHURIA will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONO-  
LULU, on TUESDAY, the 28th Feb., at Noon, taking Freight for Japan, the United  
States and Europe. Passengers are allowed to break their journey at any point en route.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.Through Bills of Lading issued for transportation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-  
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and  
South America, by the Companies' and connecting Steamers.For further information as to Passage and Freight, apply to the Agency of the  
Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, February 17, 1905.

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to Adelaide, New Zealand,  
Tasmania, &c.)THE Steamship  
EASTERN,  
Captain W. ELLIS, will be despatched for  
the above Ports on SATURDAY, the 11th  
March, at Noon.This well-known Steamer is specially  
fitted for Passengers, and has a Refriger-  
ating Chamber, which ensures the supply of  
Fresh Provisions, Ice, &c., throughout the  
voyage.The Steamer is installed throughout with  
the Electric Light.A duly qualified Surgeon and Stewardess  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of this Company  
have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, February 21, 1905.

## STEAM TO CANTON.

THE new Twin Screw Steel Steamer,  
KWONG HOOW,  
4,300 tons, Captain J. P. MARTIN.Leave HONGKONG for CANTON at 9  
Every Evening (Saturday excepted).Leave CANTON for HONGKONG about  
5.30 o'clock Every Evening (Sunday  
excepted).These fine new Steamers have unex-  
ceptional accommodation for First Class  
Passengers and are lit throughout by  
Electricity.Despatch Rate—Single Journey, \$4.00.  
Goods not cleared by the 25th Inst.,  
at 4 p.m., will be subject to duty.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LTD.,  
AND  
YUEN ON S.S. CO., LTD.,  
No. 8, QUEEN'S ROAD WEST.

Hongkong, November 3, 1904.

A. CHOO & CO.,  
35, DES VOEUX ROAD, CENTRAL.GENERAL STOREKEEPERS,  
AND  
NAVAL CONTRACTORS,  
AND  
COAL MERCHANTS.HAVE always on hand an Ample Stock  
Supplies executed at shortest notice.  
Well-directed Steam-launches kept for  
Picnic parties and for towing purposes.

PRICES VERY MODERATE.

Telephone No. 100.

Hongkong, December 1, 1904.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.45 p.m. Every 15 minutes.

8.45 p.m. and 9 p.m. 8.45 p.m. to 11.15  
p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.45 p.m. Every 15 minutes.

8.45 p.m. and 9 p.m. 8.45 p.m. to 11.15  
p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.



## Intimations.

MIYAKO HOTEL,  
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.  
December 5, 1904.OSAKA HOTEL,  
NAKANOSKIMA PARK,  
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 5, 1904.

## LAXATIVE.

THE NEW IDEAL PURGATIVE.  
FOR ALL LIVER, KIDNEY  
AND HEMORRHOID  
TROUBLES.RECOMMENDED BY THE WORLDS' FINEST  
PHYSICIANS.

LAXATIVE is the mildest aperient known. It is pleasant in taste, not drastic but certain in action and even in large doses is harmless. Laxative being non-irritant will be found a great boon to ladies especially, and in cases where the kidneys are irritable or diseased. Laxative is strongly recommended by the Continental Authorities and is being largely used in the London hospitals. Messrs A. S. WATSON &amp; Co. Ltd., have been appointed the Hongkong Agents for this preparation.

Hongkong, December 8, 1904.

## Intimations.

MEE CHEUNG,  
HIGH-CLASS PHOTOGRAPHER.  
Developing and Printing for Amateurs.  
ENTERTAINMENT A SPECIAL FEATURE.  
BRANCH  
HONGKONG HOTEL CORNER OF  
1537SING ON & CO.,  
Nos. 35 & 37, HING LOONG STREET.  
IRON, STEEL, METAL AND HARD-  
WARE MERCHANTS.  
Retail and Wholesale Ironmongers, Pig Iron,  
and Foundry Coke Importers, and General  
Storekeepers. PRICES MODERATE.  
Hongkong, December 14, 1904.

## PRINTING...

## PRINTING...

## PRINTING...

## Artistic Printing

Done with Neatness and  
Despatch  
At Moderate Prices.

## Programmes.

## Company Reports.

## Business Circulars.

## Bills of Lading, etc.

## China Mail Office

5, WYNDHAM STREET,  
HONGKONG.

## LONDON LETTER.

(From Our Correspondent.)

London, January 13.

After nearly a fortnight we are still talking of little else than the fall of Port Arthur. It is certainly final this time. Ten years ago when Japan was jockeyed out by the combined pressure of Russia and Germany, the plucky empire of the East resolved on the re-taking of the stronghold and this time there is no power that can compel her to relinquish it. We may reconcile ourselves to the contemplation of Port Arthur as a permanently Japanese fortification, and this means that Korea is to be permanently under Japanese suzerainty. Admiral Dubasoff has been reported by the usually trustworthy *Echo de Paris* to have advised a temporary peace, that Russia, with astounding graciousness should allow Japan the possession of what she has already acquired and should turn her attention to the manufacture of a navy to recommence the war in two or three years time, 'with all the trumps in her hand.' This report will assuredly be promptly contradicted. It is one of those lites that diplomats are fond of flying to ascertain the direction of the wind. Japan did not make war to suit Russia's convenience, and assuredly will not accommodate her with a peace to give an opportunity to reconstitute the Russian Navy. A substantial indemnity, say, £200,000,000, will check Russian naval building schemes and give a desirable fillip to Japanese dockyard work. This, and the annexation of Saghalien and Vladivostok and the railway South and East of Harbin, are a claim not merely moderate but well within the powers of the victors to enforce.

THE Board of Trade returns show a considerable increase in the exports of cotton goods during the last year and Lancashire mills are fairly active. Naturally Mr Chamberlain had a nervous and inquisitive audience at Preston on Wednesday evening, and had some difficulty in making it clear to them that there was any need for a reform that means new taxation. He gapped bravely with the question, and set it on the right basis, that of employment. Large exports of cotton may mean merely enhancement of prices due to a rise in the cost of the raw material, and not giving any addition to the amount to be distributed as wages, nor any increase in the number of hands employed. The object of Tariff reformers is to increase employment. Exports may increase when measured in money while at the same time they diminish as measured in employment. In such a case the country is not gaining in prosperity. Work for every man and wages for his work, is an object more worthy of the economist than mere cheapness. The recurring problem of the unemployed and the constant demand for alms for their support show that the question has not yet been solved. There is then a clear justification for giving careful consideration to proposals that have for their purpose an enhancement of the numbers of the employed rather than a lowering of prices.

Mr Joseph Hodges Choate is about to retire from the position of Ambassador of the United States in Great Britain, and London will miss him. Diplomacy has changed its style since it was stigmatised half a century ago as 'lying in state,' and Mr Choate has had no problems to solve that would not yield to straightforward firmness and equitable courtesy, but he has surpassed some even of our own ambassadors in never-failing discretion. The books of reference give his age as 73, so that it would be hard to deny him the privilege of retirement, but I was glad to be told the other day that he is so far from the incapacities of age that he contemplates returning to his work at the American bar, to which he so distinguished an ornament for so many years. His successor here, it is said, will be Mr Whitelaw Reid, a prominent newspaper man and professional politician, who has been in England before as special envoy on such occasions as Queen Victoria's Diamond Jubilee and the King's Coronation.

Six months' experience of Chinese emigration to supply the Rand with indentured labour has contradicted all the pessimistic prophecies of its opponents. So far from superseding either white men or Kaffirs, the employment of yellow labour has led to a substantial increase in both. Between June and October, the number of white men at work increased by 1500 and the number of Kaffirs by 4000. The country is still

so new that any gain in population means a gain in industrial development and the benefits that are accruing are a welcome justification of a highly contentious policy.

There are some 500 actions now pending between the Free Kirk and individual ministers and congregations of the United Pres. It is a thorny question that Sir John Cheyne has to grasp, and it is hard to say what he can do if the victors in the House of Lords action continue to reject all ideas of compromise. If they choose to insist they must win, for law cannot be administered on the lines of common sense, and there is no further tribunal to which sufferers can appeal. I fear, after all, the need will arise for parliamentary action, and what then becomes of the 'freedom' of either body?

PERHAPS YOUR TROUBLE  
IS KIDNEY DISEASE

KIDNEY disease comes on quietly—may have been in the system for years before patient suspected the real cause of his trouble. There may have been headaches, limb aches, neuralgia, sciatica, rheumatism, a nervous, irritable feeling, or a generally weak, tired feeling, weak heart, swelling of the flesh, puffy eyes, etc. He did not know that these were symptoms of kidney disease, and so he doctor the symptoms, and not the kidneys. Thus the trouble kept growing worse, until disturbance of the water appeared, or there was gravel, or retention of urine, or backache—or some such plain sign of kidney trouble that there could be no doubt.

Doan's backache kidney pills should be taken at the first sign of anything wrong. There is no other safe way, because kidney diseases are the most dangerous of all, except consumption. Doan's pills strengthen the kidneys and help them to properly perform that most important of all functions—the filtering of the blood—help them to wash off, and carry away with the surplus water, all these impurities which the blood gathers up in its circuit of the body. In no other way can you be well.

All the chief chemists and medicine-dealers sell Doan's Backache Kidney Pills, price 2/6 for 1 box, or 13/6 for 6 boxes; or the medicine may be had, post-free, on receipt of price direct from the proprietors—The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

## Intimations.

## HANG CHEONG,

ENGINEERS AND SHIPBUILDERS. IRON  
AND BRASS FOUNDERS. BOILER MAKERS  
AND COPPER SAWERS.  
No. 5, QUEEN'S ROAD EAST,  
HONGKONG.  
Hongkong, February 14, 1905.

## TAI WOO &amp; CO.

NAVAL AND MILITARY CONTRACTORS  
AND GENERAL PROVISION MERCHANTS.  
No. 105, DES VORX ROAD CENTRAL,  
HONGKONG.  
Hongkong, February 13, 1905.

## NIPON LAUNDRY.

No. 52 AND 53, PRAYA EAST.  
ALL Work done in this Establishment  
is promptly executed. Neatness a  
Speciality. Ironing and Washing done by  
experienced Japanese. PRICES MODERATE.  
G. MONTHLY, Proprietor.  
Hongkong, February 14, 1905.

## AH-KING.

SLIPWAY  
YACHT AND BOAT BUILDERS.  
CARPENTER, Painter, Rigger, Sail and  
Flag Maker; Brass, Copper and Black-  
smith. GENERAL CONTRACTOR.  
PRAYA EAST, WANCHAI, HONGKONG.  
Hongkong, February 13, 1905.

## THE BEST GIFT

FOR THE WIFE  
IS A  
SINGER SEWING MACHINE.  
Com and be convinced.  
SHOWROOMS:  
1, WYNDHAM STREET,  
Hongkong, October 3, 1904.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further  
notice, to Book Cargo and issue Bills of  
Lading to SEATTLE, WASH., VICTORIA,  
B.C., and PACIFIC COAST  
PORTS, also to OVERLAND POINTS  
in the UNITED STATES and CANADA  
in connection with the GREAT NORTH-  
ERN RAILWAY from SEATTLE as  
hitherto, by the Steamers of the NORTH-  
ERN PACIFIC S.S. COY., BOSTON  
STEAMSHIP and TOWBOAT COYS.  
OCEAN S.S. COY. and CHINA MUTUAL  
S.N. COY.  
For further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Buildings, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.

Hongkong, May 20, 1904.

## TRY OUR FRESH XMAS CAKES.

MADE from the Best of Ingredients and  
Pure Fresh  
AUSTRALIAN BUTTER  
in 1lb, 2lb, 3lb, and of other sizes made to  
order by giving previous notice.  
Yearly increasing sale is the sufficient  
guarantee of their superiority.  
All Orders will be carefully attended to  
by H. RUTON-JACK,  
No. 5, D'AGUIAR STREET, Hongkong.  
37 & 38, Elgin Road, Kowloon.  
Hongkong, December 19, 1904.

## Banks.

THE BANK OF TAIWAN,  
LIMITED.(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER.)CAPITAL SUBSCRIBED.....YEN 5,000,000.  
CAPITAL PAID-UP.....YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Kobe, Tainan,  
Anping, Nagasaki, Tamsui,  
Fouchow, Osaka, Yokohama,  
Keelung, Shanghai.HONGKONG OFFICE:  
4, QUEEN'S ROAD.Interest allowed on Current Account.  
Deposits received on terms which may be  
learned on application.S. SHIGENAGA,  
Manager.

Hongkong, February 2, 1904.

THE  
YOKOHAMA SPECIE BANK,  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED... Yen 24,000,000  
CAPITAL PAID-UP... " 18,000,000  
CAPITAL UNPAID... " 6,000,000  
RESERVE FUND... " 8,229,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
TOKYO, KOBE, NAGASAKI,  
YOKOHAMA, SHANGHAI, HANKOW,  
PEKING, TIENTSIN, NEWPORT,  
DAILY, FUKUOKA, MANILA.LONDON BANKERS:  
The London Joint Stock Bank, Limited,  
Parry's Bank, Limited,  
The Union of London and Smiths  
Bank, Limited.HONGKONG BRANCH—Interest allowed.  
On Current Account at the Rate of 2%  
per annum on the daily balance.  
On fixed deposits for 12 months, 5% per  
annum.  
On fixed deposits for 6 months, 4% per  
annum.  
On fixed deposits for 3 months, 3% per  
annum.TAKKO TAKAMICHI,  
Manager.

Hongkong, January 18, 1905.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sinking Reserve, \$10,000,000  
Silver Reserve... \$8,000,000RESERVE LIABILITY OF... \$18,000,000  
PROFITABLE... \$10,000,000COURT OF DIRECTORS:—  
H. B. THOMSON, Esq., Chairman.  
H. W. SLADE, Esq., Deputy Chairman.  
Hon. W. J. GRESSON, Esq., Hon. R. Sheehan,  
E. GOSZ, Esq., Hon. R. Sheehan,  
A. Haupt, Esq., N. A. Siebs, Esq.,  
A. J. Raymond, Esq., K. S. Whesler,  
H. Schabart, Esq., Esq.CHIEF MANAGER:  
Hongkong—J. R. M. SMITH,  
Shanghai—H. M. DEWIS,  
LONDON BANKERS—LONDON AND COUNTY  
BANKING CO., LTD.HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per  
cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months 2½ per cent per annum.  
" 6 " 3 " " "  
" 12 " 4 " " "  
J. R. M. SMITH,  
Chief Manager.

Hongkong, February 18, 1905.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on ap-  
plication.INTEREST on deposits is allowed at  
3½ PER CENT. per annum. Depositors  
may transfer at their option balances of  
\$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on  
FIXED DEPOSIT at 4 PER CENT. per  
annum.For the Hongkong and Shanghai  
Banking Corporation,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, May 1, 1900.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.CAPITAL PAID-UP... £2,000,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS... £2,000,000  
RESERVE FUND... £2,000,000INTEREST allowed on Current Account  
at the rate of 2½ per annum on the Daily  
balance.  
On Fixed Deposits for 12 months 4 %  
" 6 " 3½ " "  
" 3 " 3 " "  
T. P. COCHRANE,  
Manager.

Hongkong, May 20, 1904.

THE MERCHANTS BANK OF  
INDIA, LIMITED.AUTHORIZED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID-UP.....£625,000  
RESERVE FUND.....£80,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts  
at the rate of 2½ per annum on the Daily  
Balance.  
On Fixed Deposits:—  
For 12 Months 4 %  
" 6 " 3½ " "  
" 3 " 3 " "  
E. VAN ORMISTON,  
Manager.

Hongkong, May 14, 1904.

## Banks.

INTERNATIONAL BANKING  
CORPORATION.FISCAL AGENTS FOR THE UNITED STATES IN  
CHINA AND THE PHILIPPINE ISLANDS.CAPITAL AND SURPLUS.....\$10,000,000  
CAPITAL PAID-UP.....\$3,947,300  
RESERVE FUND.....\$3,947,300

HEAD OFFICE—NEW YORK.

LONDON OFFICE—THREADEMBOLE HOUSE,  
E.C.LONDON BANKERS:  
National Provincial Bank of England, Ltd.  
Union of London and Smith's Bank, Ltd.  
British Linen Company Bank.

BRANCHES AND AGENCIES ALL OVER THE WORLD.

THE Corporation Transacts every de-  
scription of Banking and Exchange  
Business, receives money in Current Ac-  
count and accepts Fixed Deposit at rates  
which may be ascertained on application.SINGAPORE, STRAITS, and KELLIE &  
WALSH, Ltd., Singapore.PHILIPPINE ISLANDS—A. S. WAT-  
SON & Co., Manila.CHINA—Amoy, N. MOLES & Co.,  
LIMITED, Foochow, Broomfield & Co.,  
Shanghai, LAMP, CLAWFORD & Co.,  
and KELLY & WALSH, Yokohama,  
LAMP, CLAWFORD & Co., and KELLY  
& WALSH.

HONGKONG, January 3, 1905.

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE  
12TH NOVEMBER, 1896.SUBSCRIBED CAPITAL... Tls. 5,000,000  
PAID-UP CAPITAL... " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:  
CANTON, PEKING,  
CHONGCHOW, HANKOW,  
HONGKONG, TIENTSIN.THE BANK PURCHASES and receives for  
Collection Bills of Exchange drawn  
on the above places, and Sells Drafts and  
Telegraphic Transfers Payable at its  
Branches.

HONGKONG BRANCH.

Advances made on approved securities.  
Bills Discounted.Interest allowed on Current Accounts at  
the Rate 2½ per annum on the Daily  
Balance.On Fixed Deposits for 3 Months... 3%  
" 6 " 4%  
" 12 " 5%  
E. W. RUTTER,  
Manager.

Hongkong, January 6, 1905.

## Intimations.

CARMICHAEL AND  
CLARKE.CONSULTING ENGINEERS AND  
SHIPBUILDERS.SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.TELEGRAMS: 'CARMICHAEL', HONGKONG.  
A. B. C. Code, 4th Edition.A. I. Code.  
Lithers Standard Code.  
TELEPHONE, 232.

Hongkong, March 14, 1903.

## ADVERTISE

## ADVERTISE

## ADVERTISE

## The Life of Trade.

A ONE-TIME order, like one blow of the  
hammer on the head of the nail, makes  
an impression, but it is only the con-  
tinuous insertion of the advertisement  
like the continuous pounding on the  
head of the nail, that drives the argu-  
ment home and clinches it!The BEST Medium for  
Advertising is

## China Mail.

Read by all Classes in the Colony  
and undoubtedly the  
POPULAR & LEADING PAPER.

Established over Half-a-Century.

## AGENTS FOR THE CHINA MAIL.

LONDON—F. ALGAR, 11 & 12, Clement's  
Lane, Lombard Street, E.C. STREET  
& Co., 30, Cornhill. GORDON &  
GOTCH, Ladgate Circus, E.C. BATES,  
Herby & Co., 81, Cannon Street, E.C.  
SAMPSON, LONDON & Co., 150 & 154,  
Leadenhall Street, W. M. WELLS, 151,  
Cannon Street, E.C. ROBERT WATSON,  
180, Fleet Street, E.C. MITCHELL & Co.,  
Snow-Hill, Holborn, W.C. E.C.  
SKILL'S ADVERTISING AGENCY LTD., 167,  
Fleet Street, E.C.PARIS AND EUROPE.—MAYNARD,  
FAVET & Co., 18 Rue de la Grange  
Battiere.NEW YORK.—THE CHINESE EVANGELIST  
OFFICE, 52, West 22nd Street.SAN FRANCISCO and American Ports  
generally.—BEAN & BLACK, San Fran-  
cisco.AUSTRALIA, TASMANIA, AND NEW  
ZEALAND.—GORDON & GOTCH, Mel-  
bourne and Sydney.CEYLON.—W. M. SMITH & Co., THE  
ADVERTISERS CO., Colombo.BATAVIA.—J. M. VAN DORE & Co.,  
SINGAPORE, STRAITS, and KELLIE &  
WALSH, Ltd., Singapore.PHILIPPINE ISLANDS.—A. S. WAT-  
SON & Co., Manila.CHINA—Amoy, N. MOLES & Co.,  
LIMITED, Foochow, Broomfield & Co.,  
Shanghai, LAMP, CLAWFORD & Co.,  
and KELLY & WALSH, Yokohama,  
LAMP, CLAWFORD & Co., and KELLY  
& WALSH.

HONGKONG, January 3, 1905.

## Hotels.

KING EDWARD  
HOTEL.A HIGH-CLASS PRIVATE  
HOTEL.Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each Floor.  
Table D'Hotel at Separate Tables.  
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